

FACILITIES REVIEW COMMITTEE TECHNICAL REVIEW AND RECOMMENDATIONS

COVINGTON PARK PLANNED UNIT DEVELOPMENT CU2004-0024 / LD2004-0046 / TP2004-0028

Section 40.03 Facilities Review Committee:

The Facilities Review Committee has conducted a technical review of the applications, in accordance with the criteria contained in Section 40.03 of the Development Code. The Committee's findings and recommended conditions of approval are provided to the decision-making authority. As they will appear in the Planning Commission Decision and Order, the Facilities Review Conditions may be re-numbered and placed in different order.

The decision-making authority will determine whether the application as presented meets the Facilities Review approval criteria for the subject application and may choose to adopt, not adopt, or modify the Committee's findings, below.

The Facilities Review Committee Criteria for Approval will be reviewed for all criteria that are applicable to the three (3) submitted applications as identified below:

- All eleven (11) criteria are applicable to the submitted Land Division application, LD2004-0024.
- The Conditional Use – Final Planned Unit Development, CU2004-0024, only is applicable to criteria #1 through #4, and #11.
- The Tree Plan, TP2004-0028, only is applicable to criteria #1 through #4, #9, and #11.

1. *All critical facilities and services related to the development have, or can be improved to have, adequate capacity to serve the proposal at the time of its completion.*

Chapter 90 of the Development Code defines “critical facilities” to be services that include public water, public sanitary sewer, storm water drainage and retention, transportation, and fire protection. The applicant's narrative addresses this criterion in each of the proposed applications.

The Committee's findings for critical facilities for the Covington Park planned unit development, with associated land division, and tree plan applications will address each identified facility with the understanding that the overall project is proposed to be constructed in a single phase. The applicant will be providing improvements to adequately serve the entirety of the development. The Committee has reviewed the proposed facilities and find that in order to ensure public infrastructure is completed

and available consistent with the proposal conditions of approval have been recommended to be adopted.

Water service will be provided to the site by the City of Beaverton, design details will be finalized during the site development permit review. The Committee find that the site will be served through a 12 inch city water line located within the SW 155th Avenue right-of-way. An eight (8) inch line will extend west into the development. To complete a looped system the Committee find that prior to the issuance of the site development permit the applicant provide water plans that show an eight (8) inch water line connection from the existing public water line in SW Peridot Way on the site to the north through proposed Tracts “E” and “L” to the proposed water line in Tract “A”. Existing public utility easements dedicated by the plat of Avalon Park exist on the site to the north to provide for this connection without additional easement acquisition.

Proposed stormwater drainage and conveyance has been identified and described in the applicant’s Preliminary Drainage Report and plans. The applicant’s proposal includes the installation of storm filter catch basins with one storm filter manhole for water quality treatment of stormwater runoff. The proposal includes approximately 400 feet of four (4) foot diameter pipes for water quantity located in the southeastern corner of the site. The applicant has submitted a preliminary stormwater report stating that the system will be designed to meet the City of Beaverton’s and Clean Water Services standards. The Committee has found the preliminary report and associated utility plans are adequate in addressing the site’s on-site surfacewater management (drainage patterns, treatment and quantity control).

The applicant’s plans show that sanitary sewer is available to connect to at the southeastern side of the development. The Committee find that based upon the submitted utility plan, an existing 8-inch sanitary sewer line is located within 155th Avenue. Site sanitary sewer will be connected to the existing facility via an 8-inch line. The Committee find that prior to issuance of the site development permit the analysis should also identify the minimum finished floor elevations needed for the home building pads and other provisions needed for gravity service to the sanitary sewer and for the roof downspouts for drainage to the storm sewer system. In particular, Lots 22-31, and Lot 46 will have minimum finish floor information provided to assure gravity sewer service. Through conditions of approval design details will be finalized during the site development permit review.

A traffic analysis, submitted by CTS Engineers, Inc. dated December 7, 2004, and supplemented by letter dated February 3, 2005, forecast that a total of 431 daily vehicle trips would be generated by the proposed 45 single family units. Approximately 45 vehicle trips would be added in the PM peak hour of the adjacent street. The analysis stated that all the intersections impacted by the new development traffic presently operate at an acceptable level of service, based on City

of Beaverton standards, and concluded that their level of service would not change with the addition of this new traffic, therefore, mitigation measures were not needed. SW 155th Ave, classified as a Collector Street, is currently a two lane facility. The subdivision will have one access onto SW 155th Avenue.

The Development Code's standard for improvement to the west side of SW 155th Avenue to Beaverton Collector Street Standards, provides 17 feet of pavement (12 foot lane and 5 foot bike lane) from centerline, 7.5 foot planter strip and 6 foot sidewalk, for the frontage of the development (Development Code 60.55.15 & 60.55.30). Due to the existing steep grades, improvement of SW 155th Avenue will require extensive full width street improvements and off-site changes to 155th Avenue to the north and south in order to meet City standards for grades, sight distance and cross-section, which would involve the removal and replacement of the full existing roadway. Such improvements exceed the scope of proportional share improvements (justified, reasonably related to, and roughly proportional to the impacts of the proposed development) required of this development. This applicant is required in lieu of actual construction of these improvements to submit written waivers of remonstrance to the formation of a local improvement district for the purpose of construction of the needed off-site improvements in the future. [ORD 3965, October 1996] [ORD 4061; September 1999].

Development Code Sec 60.55.20 also requires that the Traffic Impact Analysis include an analysis of the potential worst-case long-range impacts to the local transportation system identified in the City's Comprehensive Plan Transportation Element and the regional transportation system identified in Metro's Regional Transportation Plan. The forecast year is the forecast year of the Comprehensive Plan Transportation Element, 2020. The Traffic Impact Analysis found that the Covington Park development was an assumed use in the TSP and is consistent with the comprehensive plan designation and the use would have a negligible impact on the long-term transportation system needs, as shown in the capacity comparisons in the traffic analysis.

Therefore, by meeting the conditions of approval, the Committee find that the criterion for approval will be met.

- 2. *Essential facilities and services are available or can be made available prior to occupancy of the development. In lieu of providing essential facilities and services, a specific plan strategy may be submitted that demonstrates how these facilities, services, or both will be provided within five years of occupancy.***

Chapter 90 of the Development Code defines "essential facilities" to be services that include schools, transit improvements, police protection, and on-site pedestrian and

bicycle facilities in the public right-of-way. The applicant's narrative addresses this criterion for each of the proposed applications.

The site will be served by the Tualatin Hills Park and Recreation (THPRD). THPRD has been provided an opportunity to comment on the application, however, the Committee has not received formal comments from the District in relation to the proposal. The Committee find that the THPRD Master Plan does not include existing or future improvements within the limits of the site.

The City of Beaverton Police will serve the development site. The Police Department has received a copy of the submittal but had no comments or recommendations to the Facilities Review Committee.

The Beaverton School District has provided comments addressing the anticipated impacts of the subject project on the District that are attached to the end of this report. To summarize their comments, the District has indicated that the proposal will result in a "negative impact" to schools in the area. While the development may result in a negative impact to the school system, Senate Bill 908 does not allow a jurisdiction to deny a development application solely on the basis of insufficient school capacity. The District also states from a safety and transportation standpoint they recommend sidewalks to be constructed within the subdivision and linkages that provide safe student pedestrian access to school bus stops.

The closest Regular Service Tri-Met Transit Bus Line is the South Beaverton Express #92. Existing transit stops are located on SW Murray Boulevard. The Committee has not received comments from Tri-Met regarding any potential transit improvements requirements within the project's scope.

Essential street facilities are available. No traffic mitigations are required, based on findings of the traffic analysis prepared by CTS Engineers.

The Committee have reviewed the proposal for adequate essential facilities and have found that the essential street facilities to serve the site will be achieved.

Therefore, the Committee finds the proposal meets the criterion for approval.

- 3. The proposal is consistent with all applicable provisions of Chapter 20 (Land Uses) unless the applicable provisions are subject to an Adjustment, Planned Unit Development, or Variance which shall be already approved or considered concurrently with the subject proposal.***

Staff cite the Code Conformance Analysis chart at the end of the Facilities Review Committee report, which evaluates the project as it relates the applicable Code

requirements of Chapter 20 for the Urban Medium Density R2 zone, as applicable to the above mentioned criterion.

A condition of approval has been recommended to ensure the driveway lengths meet a minimum of 18.5 feet from garage door to back of sidewalk or to be 5 feet or less from garage door to back of sidewalk or private street right-of-way where no sidewalk will exist.

Therefore, by meeting the conditions of approval, the Committee find that the criterion for approval will be met.

- 4. The proposal is consistent with all applicable provisions of Chapter 60 (Special Regulations) and that all improvements, dedications, or both required by the applicable provisions of Chapter 60 (Special Regulations) are provided or can be provided in rough proportion to the identified impact(s) of the proposal.***

Staff cite the Code Conformance Analysis chart at the end of this report, which evaluates the project as it relates to applicable Code requirements of Chapter 60 for the Urban Medium Density R2 zone, as applicable to the above mentioned criterion. Below are additional Chapter 60 Sections which are not included in the Code Conformance Analysis.

The application is conditioned, in lieu of actual construction of improvements on SW 155th Ave, to submit written waivers of remonstrance to the formation of a local improvement district for the purpose of providing the needed off-site improvements. The applicant has requested that the City Engineer approve a modification to the Infill Residential Street Standard in the Engineering Design Manual so that they could construct the proposed private street by eliminating the planter strips on both sides and placing the street trees in easements behind the sidewalk or in common open space tracts. Staff did not believe the Infill Residential Street Standard was the appropriate standard for this development because, it is considered too large to be an infill project and also, that the standard is intended for development to occur on only one side of the Infill Residential Street. The City Engineer considered modification of the more appropriate Residential Local Street Standard L-3, also shown in the modification request. Approval was granted for modifications to the Residential Local Street Standard L-3, eliminating the planter strips on both sides and eliminating the sidewalk on one side and placing the street trees in easements behind the sidewalk or in common open space tracts. Because this is a private street there is no right of way modification needed.

The applicant states in a letter dated January 28, 2005 to Terry Waldele, City Engineer, that the density requirement of the R-2 zoning district requires a minimum of 46 lots on the site. To make suitable lots on the site, restricted by adjoining

collector street right of way on the west and existing residential development on the east, south and north, and to provide the minimum amount of open space required the PUD, the applicant has requested the above modifications.

Drawings of the modifications have been included as part of the applicant's plan set and the above-described modifications have been reviewed and approved by the City Engineer. Based on the evidence presented by the applicant, the street modifications have met the design modification approval criteria found in Section 145.1.2, Engineering Design Manual and Standard Drawings. Therefore, it is consistent with Chapter 60.

With the street design modifications request, the applicant is requesting approval of a 25 foot wide private street pavement in the area of on street parking. Staff is recommending, and has conditioned, a minimum 28 foot wide pavement in these areas to accommodate the on-street parallel parking and a minimum two-way 20 foot wide travel lane. The Committee find that this condition could change the applicant's common open space calculation, therefore the applicant must show that the required 20 percent of the site area, Section 60.35.15.1.A, will be met.

Therefore, by meeting the conditions of approval, the Committee find that the criterion for approval will be met.

- 5. *Adequate means are provided or can be provided to ensure continued periodic maintenance and necessary normal replacement of the following private common facilities and areas: drainage ditches, roads and other improved rights-of-way, structures, recreation facilities, landscaping, fill and excavation areas, screening and fencing, ground cover, garbage and recycling storage areas and other facilities, not subject to periodic maintenance by the City or other public agency;***

The applicant states that the development will meet the criteria for approval as the PUD will establish a Home Owner's Association to have maintenance and ownership responsibilities for the private common facilities and areas, including private roads, stormwater facilities, and landscaping.

The Committee find that the development will have to establish a Homeowner's Association to ensure the continued periodic maintenance and necessary normal replacement of the private streets, common areas, including the private streets, shared driveways, alleys, sidewalks, common open space areas, and wall. The Committee would like the applicant to clarify ownership and maintenance responsibilities of the shared driveways of Tract D, E, and F along with the alley located in Tract H. The CC&R's should include how the ownership and maintenance responsibilities of these tracts, for example is it the intent these driveways will be maintained by the individual owners using them or whether it be the responsibility of the entire development to maintain these facilities. The applicant is required to

submit CC&R's at the time of the final plat, which will be reviewed by the City Attorney for adequacy in relation to the established conditions of approval of this project. The Committee recommend that a condition of approval to be adopted that prior to the final plat approval, the plat should state maintenance responsibility for each private driveway tract. Therefore, the Committee find that the proposed layout and site do not include any element where the owner's could not accomplish the necessary private maintenance. In addition the design of the site does not prevent maintenance of public facilities by the City.

The storm conveyance system will be maintained by the City, as opposed to the applicant's statement in their narrative.

On February 16, 2005, the applicant submitted a service provider letter from Waste Management, indicating the garbage hauler has reviewed the design shown on the plans and has determined they can adequately access and provide collection services as designed.

Therefore, by meeting the conditions of approval, the Committee find that the criterion for approval will be met.

6. There are safe and efficient vehicular and pedestrian circulation patterns within the boundaries of the site.

The applicant states that the proposal will provide private streets and sidewalks to and into the site, which are designed to provide safe and efficient vehicular and pedestrian circulation.

As described in criterion #4, by meeting the City's Engineer's conditions of approval, the site will have adequate internal vehicular circulation, in conformance with Development Code Sec 60.55.25, and adequate internal pedestrian circulation, in conformance with Development Code Sec 60.55.25.

The proposed internal vehicular circulation system along with conditions of approval the private street widths and radii will meet City and Tualatin Valley Fire and Rescue width requirements. In addition, to ensure emergency vehicle clearance is provided at all times on the private streets and accesses conditions of approval are recommended to specific areas within the site shall include "No Parking" signs as well as painted curbs to ensure adequate emergency vehicle clearance is provided at all times. The signs and paint must meet TVF&RD's requirements.

Therefore, by meeting the conditions of approval, the Committee find that the criterion for approval will be met.

7. *The on-site vehicular and pedestrian circulation system connects to the surrounding circulation system in a safe, efficient, and direct manner.*

SW 155th Avenue will be reconstructed in the future to relieve the existing high point in the road which creates a vision clearance problem. The high point of the road has a direct relationship to how the proposed development's access will be attained. The applicant has submitted a plan which will allow for temporary access to be achieved at the southeastern driveway, because road grades, driveway grades and site distance are best achieved at this location. A future road improvement would alter the grade of 155th Avenue and therefore provide an improved access at the driveway in the center of the development. The applicant submitted plan sheets 6 and 8 depicting cross-section profiles for proposed and future grades, right-of-way, walls, and detention pipe. The primary access will be barricaded for use by emergency vehicles only until the future improvement of 155th occurs. The applicant explains that the interim access will be abandoned and common open space and lot 46 will be developed at that interim access location. The phasing of the driveways will be managed when the 155th Avenue improvement occurs. The Committee recommend a condition of approval that the interim access easement over tract B and lot 46 be required along with termination of easement language be established which is in association with the opening of the primary access across from SW Lexington.

On-site pedestrian circulation connecting to the surrounding circulation system is proposed through a sidewalk connection at the future primary site access and a future sidewalk near the interim vehicle access. Through conditions of approval the development will connect to the surrounding vehicular circulation system, in conformance with Development Code Sec 60.55.25, and to the pedestrian circulation system, in conformance with Development Code Sec 60.55.25.

Therefore, by meeting the conditions of approval, the Committee find that the criterion for approval will be met.

8. *Structures and public facilities and services serving the site are designed in accordance with adopted City codes and standards at a level which will provide adequate fire protection, including, but not limited to, fire flow, and protection from crime and accident, as well as protection from hazardous conditions due to inadequate, substandard or ill-designed development;*

The applicant states that all proposed structures and public facilities and services will be designed in accordance with adopted City codes and standards to provide a safe environment. The Committee find that the public facilities serving the site will be designed in accordance with adopted City codes and standards providing adequate fire protection through adequate fire flow, emergency vehicle access and lot design. The applicant has indicated that all buildings will be sprinkled. However, the

proposal will need to show compliance with the City's Building Code Standards prior to issuance of site development and building permits, which includes compliance with TVF&R standards. Conditions identified at the end of the report are to ensure that the lots are developed to meet City Standards.

The Committee find that through the review in the staff report, and the site development and building permit stages, the site will meet the criterion for approval.

Therefore, by meeting the conditions of approval, the Committee find that the criterion for approval will be met.

9. Grading and contouring of the site is designed to accommodate the proposed use and to mitigate adverse effect(s) on neighboring properties, public right-of-way, surface drainage, water storage facilities, and the public storm drainage system.

The applicant proposes grading throughout the site. The majority of the proposed grading is within the center of the site and not along the perimeter of the site. Grading of the site includes coring of the private streets and providing appropriate drainage. The existing grade is drops approximately 50 feet in elevation from the northwest to the southeast. A retaining wall is proposed along SW 155th Avenue as temporary measure until the future 155th improvements occur, plan sheets 6 and 8. The Committee find that the applicant's proposal would have no adverse impacts to the surrounding neighboring properties will occur with the proposed grading. As required, a site development permit will review the proposed grading in relation to the associated public infrastructure improvements.

As noted in criterion #1 the Committee find that prior to issuance of the site development permit the drainage analysis should also identify the minimum finished floor elevations needed for the home building pads and other provisions needed for gravity service to the sanitary sewer and for the roof downspouts for drainage to the storm sewer system. In particular, Lots 22-31, and Lot 46 will have minimum finish floor information provided to assure gravity sewer service. Through conditions of approval design details will be finalized during the site development permit review.

Therefore, by meeting the conditions of approval, the Committee find that the criterion for approval will be met.

10. That access and facilities for physically handicapped people are incorporated into the site and building design, with particular attention to providing continuous, uninterrupted access routes.

The applicant will be required to meet all applicable accessibility standards of the Uniform Building Code, the Uniform Fire Code and other standards as required by

the American Disabilities Act (ADA). Conformance with the technical design standards for Code accessibility requirements are to be shown on the approved construction plans associated with Site Development and Building Permit approvals. The Committee find that through the site development and building permitting reviews, accessibility is thoroughly evaluated. Therefore, the Committee find that by meeting the conditions of approval, the site will be in conformance with ADA requirements, and would thereby be in conformance with Development Code Section 60.55.65 and the criterion will be met.

Therefore, by meeting the conditions of approval, the Committee find that the criterion for approval will be met.

11. The proposal contains all applicable application submittal requirements as specified in Section 50.25.1 of the Development Code.

The applicant submitted the applications on October 21, 2004 and was deemed complete on January 20, 2005. In the review of the materials during the application review, the Committee find that all applicable application submittal requirements, identified in Section 50.25.1 are contained within this proposal.

Therefore, the Committee find the proposal meets the criterion for approval.

CU2004-0024 Conditional Use Application

The Facilities Review Committee finds that the proposal complies with all the technical criteria. The Committee recommends that the decision-making authority in APPROVING the proposal and adopting the conditions of approval.

LD2004-0046 Land Division Application

The Facilities Review Committee finds that the proposal complies with all the technical criteria. The Committee recommends that the decision-making authority in APPROVING the proposal and adopting the conditions of approval.

TP2004-0028 Tree Plan Application

The Facilities Review Committee finds that the proposal complies with all the technical criteria. The Committee recommends that the decision-making authority in APPROVING the proposal and adopting the conditions of approval.

Code Conformance Analysis

Chapter 20 Use and Site Development Requirements

R2 (Medium Standard Density) Zoning District

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
Development Code Section 20.05.35			
Permitted Use	Detached dwelling use is permitted in the R2 District.	Detached Single Family	Yes
Conditional Use	Planned Unit Developments	Planned Unit Development	
Development Code Section 20.05.50			
Minimum Lot Area	2,000 sq. ft.	Average lot area is approximately 1,960 sq. ft. A PUD must meet minimum density, which is based upon 2,000 square feet per unit.	Yes
Minimum Lot Dimensions Width corner Width interior Depth corner Depth interior	75 70 100 100	Not Applicable, PUD proposed	Yes

Development Code Section 20.05.55

Yard Setbacks	<p>If a PUD is proposed, required setbacks shall apply to the parent parcel where PUD is located.</p> <p>Front-Dwelling 10 feet Front-Garage 20 feet Side-Dwelling 10 feet Side-Opposite 10 feet Side-Garage 20 feet Rear-Dwelling 15 feet Rear-Garage 10 feet</p>	<p>A PUD is part of this application. Project meets Section 60.35.10.1, which allows the modification of base zoning standards, including lot area, dimensional standards, and lot setbacks. Parent parcel setbacks will be met or exceeded:</p> <p>Front (155th side) Rear (Opposite of 155th) Sides (North and south sides of parent parcel)</p> <p>-The required setback along the southerly property line is 10 feet; the applicant proposes a 15 foot setback. A condition of approval is recommended to be adopted.</p> <p>Homes with driveways shall have a minimum length of 18.5 feet from back of garage door to back of sidewalk. This will ensure automobiles parked on the driveway will not overhang into the sidewalk. Where no driveways are proposed, the distance between the back of garage and sidewalk or private street curb shall be five feet or less. This will ensure no automobiles will need to be parked over the sidewalk.</p>	Yes, condition of approval
Minimum Spacing Between Buildings	8 feet	4 feet of side yard setback is requested, therefore meeting the 8 foot spacing standard between buildings.	
Maximum Building Height	35 feet (without an adjustment or variance)	Applicant states this will be reviewed during building permit process, modification to the maximum building height has not been requested. Building elevations have not been submitted.	Yes

Design Features	Detached dwellings shall utilize at least 2 design features.	The applicant's narrative states that Craftsman-Style homes are proposed with the homes to meet two design features of either: gables, roof pitch of a minimum 8:12, covered front porch, attached garage, horizontal siding, or eaves (minimum of 6 inches). Specific building types have not been submitted.	Yes
Landscaping	Required for front yard areas. Required open space and recreation areas.	Individual lots will be landscaped when built. Street trees will be planted along street frontages. Landscape plan has been submitted for the open space and common areas which will be maintained by an HOA. All common open spaces will need to have an automatic sprinkler system installed.	Yes
Development Code Section 20.05.60			
Required Minimum Density	Acreage – Unbuildable Areas = Net Acreage * 1 Acre / Min. Lot Size = Lots * 80% = Minimum Residential Density .	Minimum Required 6 units Maximum 10 units Proposed 7 units.	Yes

Chapter 60 – Special Requirements

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
Development Code Section 60.15.10			
Easements	-Provide a 6-foot PUE along front lot lines. -Provide a 3-foot utility and drainage easement along all side and rear lot lines.	6-foot PUE. 3-foot utility and drainage easement.	Yes
Easement granted to City	15-foot PUE	15-foot easement will be provided for all public utilities.	Yes
Dedications	As applicable to City or appropriate jurisdiction for maintenance.	SW 155th frontage should be 31 feet on centerline which will occur prior to the recording of the plat.	Yes
Homeowner Assoc.	Copy of draft CC&R's shall be submitted with final plat.	Applicant must submit draft CC&R's with final plat for City Attorney's review.	Yes
Development Code Section 60.15.15			
Requirements Prior to Commencement of Work	Developer shall file plans, enter into City contract, and provide required security.	Developer will provide plans, cost estimate and security.	Yes
Improvement Procedures	Shall comply with the Code and in proper sequence.	Developer will provide plans for review, obtain site development permit, and construct all improvements to the City's satisfaction.	Yes
Improvements Required	Development related impacts shall be installed at developer's expense.	Developer will install all reasonably related and roughly proportional impacts of the development.	Yes
Maintenance Security	Developer shall enter into a contract with City.	Developer will provide a maintenance agreement of improvements.	Yes
Development Code Section 60.35.10			
Dimensional Standards	-May be modified through approval of a PUD; except for required setbacks of parent parcel. -Intersection standards shall be satisfied.	-Parent parcel setbacks must be met. -The site intersection	Yes

		distance will need to be met at site development permit.	
Allowed Uses	<p>-Uses in a PUD shall comply with the permitted and conditional use requirements of the base zoning district.</p> <p>-Detached and attached dwellings shall be allowed, provided density requirements are met.</p>	<p>-As allowed in an R2 zone, detached single family residences are proposed.</p> <p>-Detached single family is proposed, meets density.</p>	Yes
Development Code Section 60.35.15			
Common Open Space	<p>-At least 20% of site (excluding setbacks and buffers) when up to and including 10 acres in size.</p> <p>-Shall be maintained and conveyed.</p>	<p>-Project is apx. 156,950 square feet and is providing apx. 20% open space, excluding setbacks and buffers. Committee recommends a clear depiction of the proposed common open space calculation prior to a recommendation to the Planning Commission.</p> <p>-Maintained by an HOA.</p>	Yes
Development Code Section 60.45.10			
Solar Access Requirement	<p>-At least 80% of the lots in a development shall comply with one or more of the following: Basic Requirements, Protected Solar Line Option, and Performance Option.</p> <p>Lots that comply / Total Lots = 80% or more</p> <p>-If applicable, adjustments of this Design Standard may be granted by the Director.</p>	<p>Applicant requests an exemption and adjustment of the solar access requirement, due to the site limitations of surrounding development, potential street locations and development costs associated with losing density due to these factors. The exemption request has been granted.</p>	Yes
Development Code Section 60.60.10			
Trees & Vegetation	<p>Actions regarding trees and vegetation worthy of special regulation.</p>	<p>Development proposal includes tree removal of Community Trees which requires a Tree Plan Two application. Facilities Review Criteria #4 and #9 addresses tree removal.</p>	Yes

Development Code Section 60.60.15			
Pruning, Removal, and Preservation Standards	<p>-Cannot remove or prune tree's canopy or disturb root zone of protected trees. All pruning shall be done in accordance with the City's Tree Planting and Maintenance Policy.</p> <p>-All removal and planting, including replacement or mitigation planting, of protected trees shall be done accordingly.</p> <p>-Must meet mitigation requirements as appropriate.</p> <p>-Comply with requirements to protect the root zone.</p>	-No significant trees or groves, historic trees, trees within a SNRA, landscape trees or street trees on site that are proposed to be pruned.	Yes
Development Code Section 60.60.20			
Tree Protection Standards	Significant Tree and Grove and Landscape Tree shall be protected during development.	Project site includes an identified Significant, Tree Grove. Tree protection conditions of approval are recommended to protect all trees identified to remain.	Yes
Development Code Section 60.60.25			
Mitigation Standards	These standards apply for the removal of Significant Tree or Grove; and the replacement of Landscape or Street Tree.	Project site does include an identified Significant Trees Grove. However, the applicant states that there are no trees located in within the identified Tree Grove where the Grove is located on the project site.	N/A